

# INDEXA



Winter 2006

[www.indexa.org](http://www.indexa.org)

Issue 72

A non-profit organization for the enhancement of amateur radio, worldwide peace, and friendship  
Daily Information Session — 14.236 MHz @ 23:30z

## Chesterfield 2004 — TX9

*Adapted from an article by Christoph Sauvageot, DL5NAM*

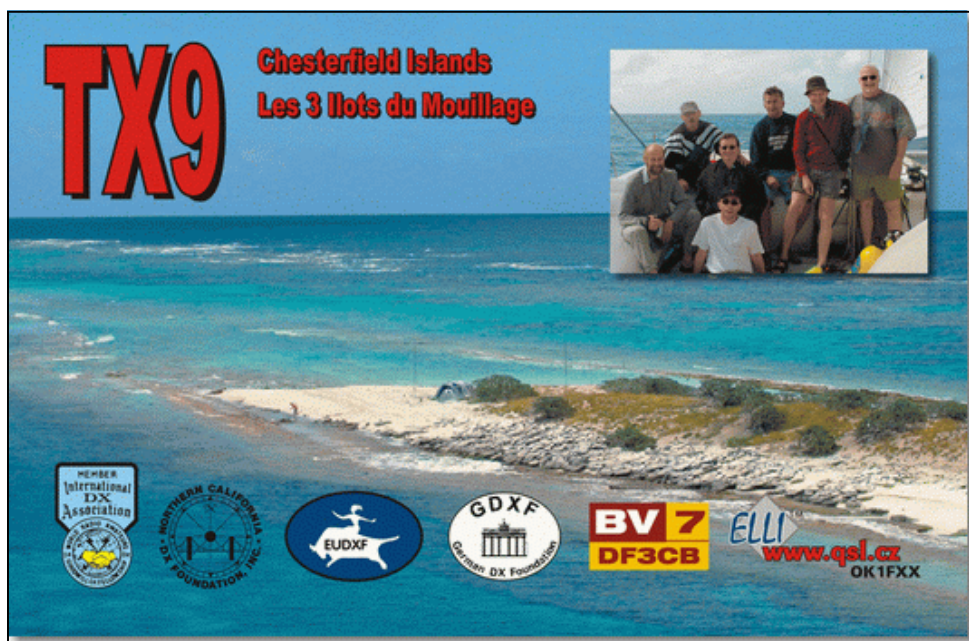
Where do we go next? This is the question every time we come back from a DXpedition. This time we had an eye on the Chesterfield Islands under the leadership of Hawa, DK9KX. We put together a strong team made up of Hawa, DK9KX; Dieter, DJ9ON; Dieter, DL3KDV; Jan, DJ8NK; Hans, DL6JGN; Heye, DJ9RR; and Chris, DL5NAM.

Initially, we chose a March 2004 date. Due to different circumstances, the schedule had to be postponed which turned out to be a good thing because in March 2004 a vast typhoon swept over the Chesterfields and caused large damage on different islands in the region.

What did we need to carry out a radio operation from an uninhabited island? Certainly a radio and antennas! But, a couple of other things were also necessary.

At the end, our material list had an indescribable length. The smallest part was the actual radio equipment—10 antennas, 3 antenna masts, 7 radios, and 7 notebooks. Additionally, we needed 2 generators plus a spare one, over 500 liters of gasoline, 1,000 liters of drinking water, groceries and fruit, dishes, several tents for the shack and sleep, chairs and tables, and sleeping bags.

We also needed organizational support on the spot because not everything could be shipped from Ger-



**TX9—Chesterfield Islands—October 2004**

many. We got in touch with Kan, JA1BK who had previously activated the Chesterfields. He was able to give us valuable support by means of material and information. We also got another contact—Eric, FK8GM. Eric had also been on the Chesterfields. He knew the game and there was no problem he couldn't solve for us.

Only the transfer problem from FK8 to FK/C was left. We needed a boat to transport 7 operators and about 2.5 tons of material over a sea distance of some 800 km. After long investigations, we found a boat in

Noumea that would easily transfer us and the equipment—a catamaran, 20m long with 11 sleeping bunks and sufficient room for our freight. We chartered this boat for 15 days including a crew of 4 men.

We started our trip on October 7, 2004 at Düsseldorf Airport, Germany, with 12 pieces of baggage (220 kg). Everyone had another 20 kg of hand baggage. That made a total of 360 kg. More than 100 kg of antenna material was already shipped to FK8 via air cargo—14 Euro for 1 kilo for one way!

*(Continued on page 2)*

**inside...**

***New Director: K4UEE***

***New Year Wishes***

***2005-2006 Election Results***

***Silent Key Report***

## TX9.....from previous page

From Düsseldorf we went first to Paris. We arrived late and it was a long way to the other terminal. And what happened? The terminal was closed because of a bomb alert. A hectic rush arose! Our connecting flight to Osaka would leave briefly. No way! The 1300 hour flight was cancelled due to a typhoon over Japan. Strangely, the 1700 hour flight departed but without us! Tough negotiations with Air France began and we finally got vouchers for an overnight stay in a hotel in the vicinity. An entire day was lost.

On the following day, we flew to Tokyo instead of Osaka. We arrived at 6 am and our flight to FK8 left at 9 pm. Thank God everything else went well and we arrived in Noumea on Monday morning. But, one piece of baggage was missing—the suitcase with the ACOM 1000 amplifier! The next airplane from Japan wouldn't arrive for two days so we couldn't count on this one.

Our skipper was waiting for us at the airport with several vehicles to take our equipment to the harbor. We saw our boat in full size for the first time: 20m long, 9m wide, and a mast 26m tall.

Immediately, we split up our crew into different groups to get missing material—steel stakes for the tents, a hammer, groceries and beer. In the meantime, Eric arrived with a trailer full of material. Everything was packed on the ship and we were ready to go. We started toward the Chesterfields on Monday around 3:30 pm.

The weather was with us and we had a strong back wind so we proceeded with 15 to 20 knots over the entire distance.

We reached the Chesterfield Islands in the morning after a 2½ days voyage. Now the hard part of the DXpedition began. Everything was loaded onto the boat and now had to be packed into the zodiac to be transported to the middle of the island with more than 30 trips in a light



*The TX9 team pauses for a photo op with the INDEXA banner!*

surf.

The island itself was some 400m long, some 30m wide, and 3-4m high. At each tip of the island, a tent for the shack had to be erected because we wanted to be able to be on SSB and CW simultaneously on the same band. Whatever was left in the middle of the island had to be divided and carried to the right side. More easily said than done. The only way to walk was along the beach in the coarse coral sand. Thousands of birds live on the island. They welcomed us with much noise and soared up when someone approached. Everywhere birds sat, hatching eggs or little chicks; consequently, we had to move carefully on the island. We didn't want to leave behind any traces. And, guess what it smelled like on the island...?

We intended to have at least the station tents and 1 antenna set up before nightfall in spite of steaming heat, lots of sweat, and water requirements that grew to unknown values. We finally came on the air in the evening after carrying the heavy generators—each with 4 men—to the corresponding places.

Immediately, the next difficulties began. "...what's your call—TX9 and?" Yet, thanks to the worldwide

DX spotting networks, the news spread that we had the callsign TX9. If someone got irritated and asked again about our complete call, we would answer: "We don't have that much money so we only could buy a prefix."

Quickly, a daily routine turned up on the island: operating, some sleep, and operating again. Pleasantly, we were furnished with lukewarm meals in the mornings, at noon, and in the evenings per zodiac from the ship. We ate pasta with sauce—sauce with pasta. In between there was also some rice with sauce so there was some variation!

The *INDEXA Newsletter* is a quarterly publication of the International DX Association.



INDEXA  
P. O. Box 607  
Rock Hill, SC  
29731 USA

#### Editor & Publisher

Judy Roush, AA7UC  
P. O. Box 2409  
Show Low, AZ 85902 USA  
jroush@cybertrails.com

#### Distribution & Circulation

Bill Jennings, W4UNP  
P. O. Box 607  
Rock Hill, SC 29731 USA  
w4unp@comporium.net

Send change-of-address information and membership applications to Secretary-Treasurer, Bill Jennings, W4UNP.

Address general correspondence to INDEXA President, Judy Roush, AA7UC.



Whoever believes birds sleep quietly at night is wrong. They are active 24 hours a day. Moreover, further visitors came at dusk. Hermit crabs, waver crabs and turtles were attracted by the light of the station tents.

The crabs could be removed by hand out of the tents; it was much harder for the operators sleeping on the ground to get rid of the crabs grasping for potential prey. Also, the turtles represented a heavy-weighted danger. At high tide during nighttime, they came on the island to discard their eggs in deep holes. One turtle decided to discard its eggs directly under our CW tent at night. The guy wires of our tent or the coax cables represented no obstacle for the 100-150kg animal.

The time passed by like nothing. During the day propagation was rather moderate. If conditions permitted, we were on the air with up to five stations. On the high bands we had different ground planes, a Titanex LP5 and a Spider beam. For the low bands a Titanex V160E. We had only one opening on 6m into Japan with about 190 QSOs.

After all was dismantled and returned to the boat with the zodiac (why does dismantling always go more quickly than set up?!), and after removing all our traces from the island, we began our return trip to Noumea. Unfortunately, the weather was not in our favor. No wind—and if then, only a light headwind. This time, no sailing! The skipper had to use the motor. More than 5 knots were not possible; therefore, the return journey took 4½ days on the sea.

Back in Noumea we returned the borrowed material to Eric. We had included a large time buffer in our schedule dependent on weather so we had some days left to spend in FK8 and to recover before our take-off.

One of our first activities was to go to the airport and pick up our missing

piece of baggage with the amplifier. The amplifier had been packed in a hard-wall suitcase. What we received was a large box and our suitcase. The faces of the Air France staff were peculiar. We quickly would learn why.

We were asked to open the suitcase. It was empty! The carton contained fragments of an electronic device that was once an ACOM amplifier we recognized only by the remainders of the front panel. The content of our suitcase was probably taken out at Paris airport and was obviously blown-up. Thousands of components, wires, and metal parts. After that “work” was done, everything was re-packed in the box—no document or accompanying letter was included—and then the box was sent to Noumea. The remains were returned to us in Noumea by Air France without any comment and/or apology to us. They didn’t regard themselves as point of contact and they knew nothing. We doubt that a judicial argument with Air France would bring results. We should probably write off the 2,600 Euro.

On October 30th, our 7-hr. flight left



*“Fragments of an electronic device”*

for Tokyo and arrived back in Düsseldorf after another 14-hour flight to Paris.

Except for little wounds, all operators survived the DXpedition well. Also, our baggage arrived this time, complete and without further damage.

We would like to thank all DX clubs, organizations and individuals who supported us.

The question still is: Where do we go next?

## INDEXA welcomes new director, Bob Allphin, K4UEE



**Bob Allphin, K4UEE**  
**Director, INDEXA**

INDEXA is pleased to introduce its newest director, Bob Allphin, K4UEE.

Bob has visited 81 DXCC entities and has operated from 42. He participated in 25 DXpeditions including 5

from the “Top 10” DXCC entities such as Heard Island, Bhutan, Kingman Reef, the South Sandwich Islands, and South Georgia Island. Bob has operated from 3 of the top 7 DXpeditions with the highest QSO totals. He also had the honor of participating in 5 “DXpeditions of the Year!”

Bob is also an active contester and has participated in 28 contest DXpeditions. 6 of these efforts resulted in new world records. Further evidence of his operating skill was his participation as a competitor in the 1996 WRTC (the Amateur Radio Olympics of Contesting), placing 5th with his teammate, N6IG. He also participated in the 2000 WRTC in Bled, Slovenia.

Bob is a member of the FOC (First Class Operator Club), the A-1 Operator Club, and the Southeastern DX Club. He is also a member of the ARRL DX Advisory Committee (DXAC) representing the Southeastern Division, and the CQ DX Hall of Fame.

It’s an honor to have Bob on the INDEXA team and we wish him the best of luck during his next venture, the Peter 1 Island DXpedition, 3Y0X, in February 2006!

## Election Results

INDEXA would like to thank each of you for your participation in the 2005-2006 election. The results are as follows:

President: AA7UC  
 Vice President: ZL1AMO  
 Secretary-Treasurer: W4UNP

Directors: K4UEE, Chairman  
 W9RG  
 ZL1AMO  
 DJ9ZB  
 XE1CI

## New Year Wishes

As we begin the new year, our thoughts and prayers remain with victims, worldwide, of 2005's natural disasters.

We especially thank our members who contacted us to let us know they are safe and suffered no, or relatively minor, damage from these disasters and we take pride in their efforts to assist with emergency communications and relief operations.

It is our sincere hope that 2006 brings no new disasters—only rebirth, renewal, and yes, Good DX!

## Silent Key: W5KFN

With deep regret, Ole Jorgensen, WA5IPS, reported the passing of INDEXA member, Leo W. Kessinger, W5KFN.

According to Ole, Leo was a true gentleman and an avid DXer who had worked them all!

Leo became a Silent Key on 12 June 2005. He was 83 years old.

Leo, your dear friend, Ole said that you will be missed in the HAM community. You will be missed in INDEXA, too! 73, good friend!

**UX5UO print**  
 QSL Cards - Distinctive - Unique - Affordable  
<http://www.ux5uoqsl.com>  
 1000 pcs. at \$24 for bureau cards  
 at \$40 for 2 colors cards  
 at \$62 for varnished photo cards  
 Handling / shipping expenses are included.  
 For samples and information contact:  
 Stephen M. Grose, K4YL (ex W4SMG)  
 E-mail: k4yl@arrl.net or UX5UO@i.com.ua  
 P.O.Box 183 Flat Rock NC 28731 USA



**prolog**  
 Since 1991, ProLog has been the logging program of choice. For a features list, screenshots, reviews, user comments and secure ordering, visit us at:  
**WWW.PROLOG2K.COM**  
 Datamatrix 5560 Jackson Loop, NE Rio Rancho NM 87124  
 Orders Only Please: 1-800-373-6564 Info: 1-505-892-5669

**DX World Guide by Franz Langner, DJ9ZB**  
 ARRL Product Catalog: [www.arrl.org/shop](http://www.arrl.org/shop)—\$25 + S/H (US)  
 1-888-277-5289 (US) 860-594-0335 (non-US)

**INDEXA** POB 607 · Rock Hill, SC · 29731 · USA

**The International DX Association**  
 Annual Membership: \$15 U.S.  
 Life Membership: \$150 U.S.

**Support DX, participate in daily DX Info Session, receive quarterly INDEXA newsletter**  
[www.indexa.org](http://www.indexa.org)

**Info:** POB 607 · Rock Hill · SC · USA · 29731  
**E-mail:** Sec. Treas. — w4unp@comporium.net

 **WWW.DAILYDX.COM**

  
 Since 1989

**QRZ DX Newsletter**  
 Available each Week by Regular Mail; Or, by email as a PDF file with Special bulletins on late breaking DX News.

  
 Since 1979

Six times a year, **The DX Magazine** brings you stories about DXpeditions by those who were there and much more.

**DX Publishing, Inc.**  
 PO Box DX  
 Leicester, NC 28748  
 CALL: 877-397-8254

## INDEXA Newsletter

First Class Mail



**INDEXA**  
 P. O. Box 607  
 Rock Hill, SC  
 29731 U.S.A.

Please check your label for expiration date